

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5102

光緒三十三年四月初六日

MONDAY, MAY 28, 1906.

一拜禮

號八廿月五英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$1,500,000
STERLING RESERVE.....\$1,500,000
SILVER RESERVE.....\$1,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$1,000,000

COURT OF DIRECTORS:
A. Haupt, Esq., Chairman.
Hon. Mr. C. W. Dickson, Deputy Chairman.
E. Gutz, Esq.
C. R. Lenmann, Esq.
G. H. Medhurst, Esq.
D. M. Nissim, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 4th April, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 per Cent. per annum.
Depositors may transfer at their option, monies of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe,
Peking, Singapore, Tientsin, Tsinanfu,
Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Waisacher & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne, Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application.
Description of Banking and Exchange business transacted.
HUGO SUTER,
Manager.
Hongkong, 20th May, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.
PAID-UP CAPITAL Fl. 45,000,000 (L. 3,750,000).
RESERVE FUND Fl. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Telok-Semawe (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 per cent. per annum on daily balances.
Fixed Deposits 12 months 4 per cent. per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 20,000,000
CAPITAL PAID-UP.....21,000,000
CAPITAL UNCALLED.....3,000,000
RESERVE FUND.....10,300,000
SPECIAL RESERVE FUND.....1,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, HONOLULU.
NAGASAKI, SHANGHAI.
LYONS, NEWCHANG.
SAN FRANCISCO, MUKDEN.
BOMBAY, HOKT ARTHUR.
TIENSIN, CHEFOO.
DALNY.
TIENTSIN, TIE-LING.
OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager.
Hongkong, 14th May, 1906.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE FUND.....£800,000
RESERVE FUND.....£975,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.

T. P. COCHRANE,
Manager.
Hongkong, 16th May, 1906.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,250,000
RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE: NEW YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:
For 12 months 4 per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 4 per cent. per annum.

H. PINCKNEY,
Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ...Every 15 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 15 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 15 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.00 a.m. to 1.00 p.m. ...Every 15 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 15 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 12th July, 1905.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, KORE & YOKO—{ PALMA.....About 30th } Freight only.
HAMA { G. W. Cockman, R.M.R. } May

SHANGHAI { ARCADIA.....About 31st } Freight and
{ W. W. Cooke, R.M.R. } May Passage.

LONDON, &c. { OCHANA.....2nd June, } See Special
{ W. W. Cooke, R.M.R. } Noon. Advertisement.

LONDON and ANTWERP via SINGAPORE, PENANG, PALAWAN.....About 20th } Freight and
COLOMBO and PORT A. F. Street.....June } Passage.

SAID

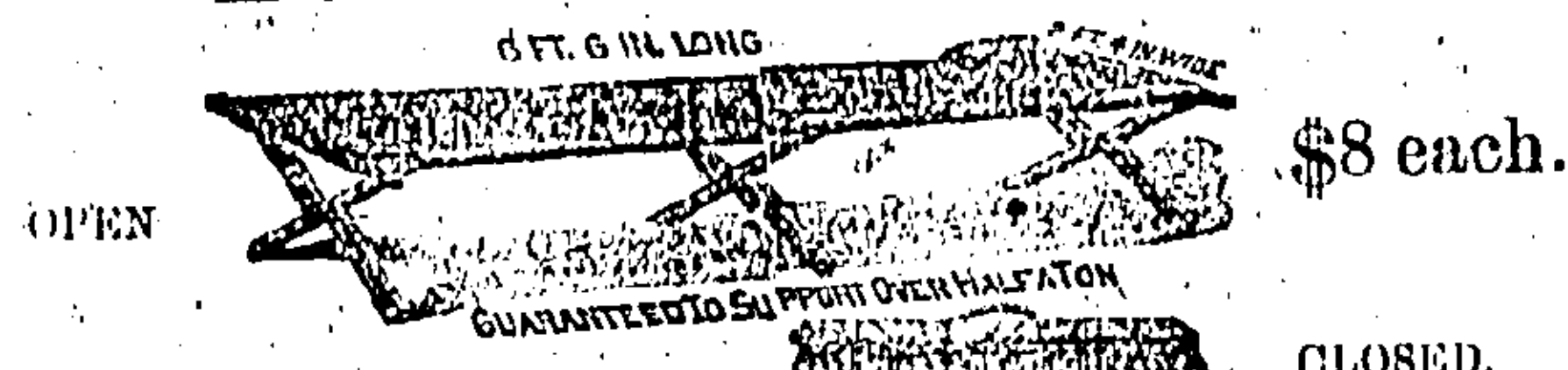
For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 28th May, 1906.

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.



The Most Portable Camp Bedstead ever made.

THIN TROPICAL BLANKETS, \$3.00 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO.

Hongkong, 16th May, 1906.

AQUARIUS

SPARKLING MINERAL TABLES WATER; Qts. Pts., & Splits.
SILENT WATER; Qts.
STONE GINGER BEER.
GINGER ALE.
TONIC.

PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages and by these means ABSOLUTE PURITY IS GUARANTEED.

SOLE AGENTS—

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 4th May, 1906.

"MINIMAX"

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Draw in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX"

Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Minimum of Price, Weight and Size.

Hongkong, 10th May, 1905.

For Sale.

FOR SALE OR TO LET.

AT THE PEAK.

A SIX-ROOMED HOUSE, with DAYING, DRESSING and BATH-ROOMS; distant thirteen minutes by chair from the Tram; fitted with superior Baths and with Hot and Cold Water; large Kitchen; Laundry and Servants' Quarters.

A FIVE-ROOMED HOUSE, with DAYING, DRESSING and BATH-ROOMS; distant thirteen minutes by chair from the Tram; Kitchen and Servants' Quarters.

For particulars and terms, apply to SHEWAN, TOMES & Co.

Hongkong, 5th May, 1906.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 30th September, 1905.

Intimations.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHU, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 100 HONG KONG STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Maneda, Mannouri, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yuzokibara and other Coals.

S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES, Manager.

Hongkong, 15th March, 1906.

CONNAUGHT HOTEL.

HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories. Excellent Cuisine and Wines. Under European Management.

Hot and Cold Water Baths and Shower Baths. Launch Service for Guests.

Hongkong, 16th June, 1905.

VICTORIA HOTEL, SHAMEEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 58

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905.

OCCIDENTAL HOTEL.

MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praia Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINE AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1905.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS. PRIVATE BAR and BILLIARD-ROOMS. HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 4th December, 1905.

CARLTON HOUSE HOTELS.

Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE

SPECIALITIES.

For terms, apply to—

THE PROPRIETOR.

Hongkong, 7th May, 1906.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOEUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSHI TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

[68]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." W. A. Valentine.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "HANKOW,"2,307 "....." C. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,19 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"1,988 tons.....Captain J. Willox.
 "NANNING,"1,569 "....." C. Butchart.

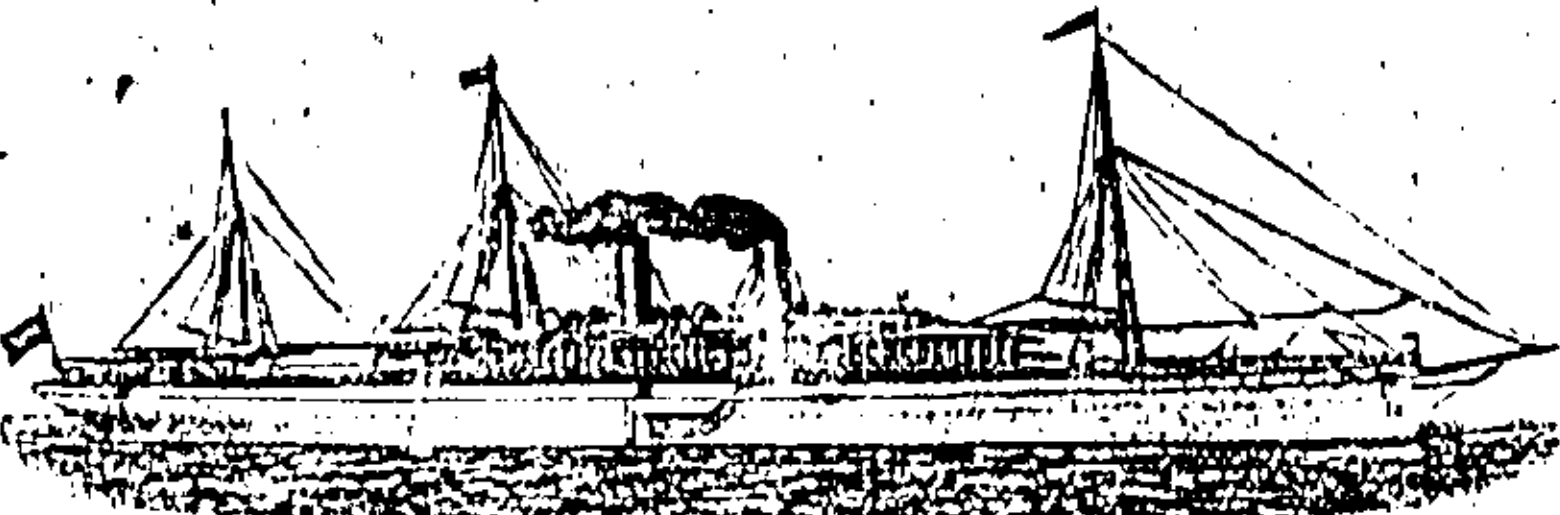
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"EMPRESS OF CHINA".....6,000.....	WEDNESDAY, May 30.....June 20
"EMPRESS OF INDIA".....6,000.....	WEDNESDAY, June 20.....July 11
"ATHENIAN".....2,440.....	WEDNESDAY, June 27.....July 21
"EMPRESS OF JAPAN".....6,000.....	WEDNESDAY, July 11.....August 1
"MONTEAGLE".....5,500.....	WEDNESDAY, July 18.....August 11

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Hongkong, 23rd May, 1906
 Corner Pedder Street and Praya, opposite Blakes Pier. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARCADIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	29th May } Freight.
C. FERD. LAEISZ.....	MARSEILLES, HAVRE & HAMBURG.	1st June } Freight.
ANDALUSIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th June } Freight.
ACILIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th June } Freight.
RHENANIA.....	HAVRE and HAMBURG, and NAPLES for Landing Passengers. (Calling at S'PORE, PENANG & COLOMBO).	12th July } Freight and Passengers.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.

Hongkong, 28th May, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SITHONIA (For Cargo only).....	WEDNESDAY, 6th June.
ROON.....	WEDNESDAY, 20th June.
PREUSSEN.....	WEDNESDAY, 4th July.
ZIETEN.....	WEDNESDAY, 18th July.
GNEISENAU.....	WEDNESDAY, 1st August.
BAYERN.....	WEDNESDAY, 15th August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 29th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 12th September.
SACHSEN.....	WEDNESDAY, 26th September.
FRINZ HEINRICH.....	WEDNESDAY, 10th October.
ROON.....	WEDNESDAY, 24th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.

ON WEDNESDAY, the 6th day of June, 1906, at Noon, the Steamship SITHONIA, Capt. Brohmer, with CARGO only, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th June. Cargo and Specials will be received on Board until 5 P.M., on TUESDAY, the 5th June, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR.....	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return.....	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG.....	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return.....	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR.....	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return.....	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON.....	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return.....	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passage leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD.....	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR.....	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND.....	3,302	TUESDAY, 24th July.

ON TUESDAY, the 29th day of May, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00
TO NEW GUINEA.....	£18. 0. 0.	£14. 0. 0.	£10. 0. 0.
TO BRISBANE.....	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.
TO SYDNEY.....	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.
TO MELBOURNE.....	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00
TO KOBE.....	\$95.00	\$70.00	\$50.00
TO YOKOHAMA & back from KOBE to HONGKONG.....	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 YOKOHAMA & KOBE.....PRINZ WALDEMAR.....WEDNESDAY, 6th June.
 SHANGHAI, NAGASAKI.....ZIETEN.....WEDNESDAY, 6th June.
 SHANGHAI, NAGASAKI.....GNEISENAU.....WEDNESDAY, 20th June.
 KOBE & YOKOHAMA.....

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	£61. 0. 0.
TO BREMEN.....	63. 10. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR.....	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 26th May, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles, all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

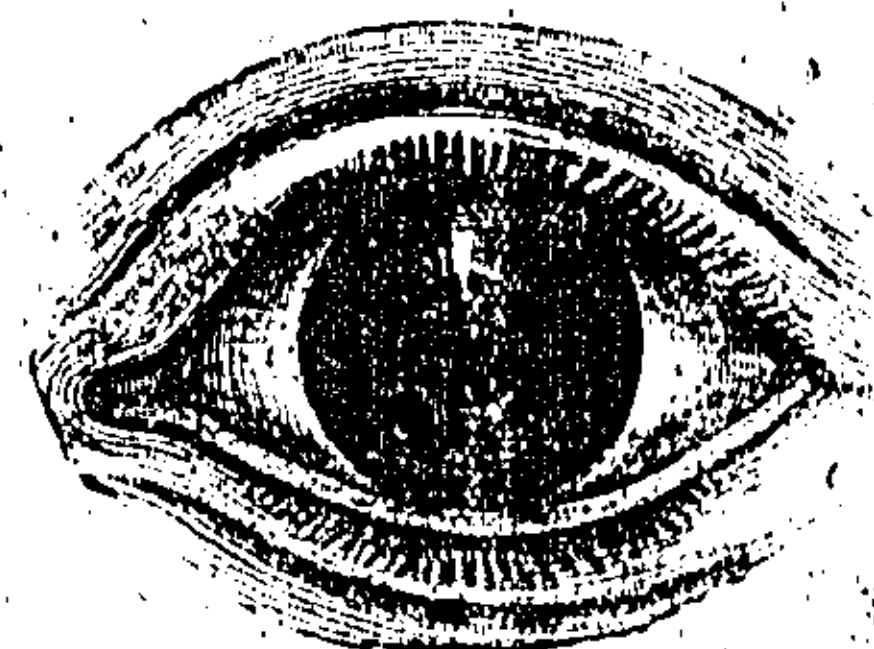
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 500, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Scotts, A. I. and Watkins.
 Yokohama, May 23rd, 1905.

[39]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

[48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING" SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI" SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles, through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 23rd December, 1905

[14]

JAVA-CHINA-JAPAN LIJN. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU.....	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJIPANAS.....	JAVA	First half June	JAPAN VIA SHANGHAI	Second half June
TJILATJAP.....	JAPAN	Second half June	JAVA PORTS	Second half June
TJILIWONG.....	JAVA	First half July	JAPAN VIA SHANGHAI	First half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 28th May, 1906.

[15]

KWONG SANG & Co.,
 No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-men's Shirts made to order.

TRIAL ORDER SOLICITED.
 Hongkong, 1st February, 1906.

THE HONGKONG STUDIO.
 HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
 Hongkong, 16th September, 1905.

FOR SALE.

WELSBACH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS,

Do. HARP LAMPS,

Do. MANTLES, OBIM-NEWS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
 109, Des Voeux Road Central,
 Hongkong, 10th April, 1906.

[59]

Intimations.

Powell's

ALEXANDRA

BUILDINGS,

Des Vaux Road.

JUST
RECEIVED.LADIES'
BATHING
COSTUMES,

Comfortable,

Durable,

and
Dainty.BATHING
CAPS,

\$1

EACH.

SPECIAL

NAVY
SERGES

for

BATHING

COSTUMES,

(Guaranteed fast dye)

\$1.25

per yard.

WM. POWELL,
LTD.,

Alexandra Buildings,

HONGKONG.

Hongkong, 18th May, 1906.

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

THE DAIRY FARM COMPANY,
LIMITED.THE Price of Best Quality AUSTRALIAN
BUTTER IS REDUCED to 65 Cents
per lb. from 10-day.

Hongkong, 23rd May, 1906.

A. CHAZALON & CO.

JUST UNPACKED.

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Kegs.

SALMON BELGIES " "

SALTED HERRINGS " "

MACKARELS " "

GERMAN SAUSAGES in Tin (Assorted).

" " in Skins.

" ASPARAGUS.

" VEGETABLES (Assorted).

FRENCH FRUITS IN SYRUP (Assorted).

" STUFFED OLIVES.

" ANCHOVY IN OIL (Bouillers).

ALSO

PASCAL'S ASSORTED SWEETS AND TOFFERS.

Hongkong, 12th May, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.WM. PARLANE,
Manager.

Hongkong, 22nd June, 1906.

F. BLACKHEAD & CO.,

HITCHCHANDLERS, SAILMAKERS

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION

AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAMIER'S PATENT MOTOR

LAUNCHES.

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, Des Vaux Road CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A.

S. Watson & Co., Ltd., Firms and other leading

Establishments in the Colony, to whom reference

may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

THE MOST REMARKABLE
HOUSE IN THE WORLD.COST £2,000,000, AND CONTAINS THIRTY
BATHROOMS.Recently an interesting article appeared in
THE BIR entitled "Millionaires and Their Pa-laces," in which brief reference was made to
the remarkable house now being erected for
Senator Clark, the Montana "Copper King." This
mansion, situated on Fifty Avenue and
Seventy-seventh Street, New York, is, without
doubt, the most costly and extraordinary ever
constructed. It is not yet completed, however,
owing to the Senator declining to allow Mr.
Hull, the architect, to employ more than 200
men. "If Mr. Clark would give me permission
to engage 1,000 men," Mr. Hull said recently,
"I could promise the completion of the house
in one year, but as I do not see how it is
going to be finished under five."The present writer has visited Senator
Clark's new house on several occasions, and
therefore, a brief personal description of some
of its peculiarities and attractions may not be
without interest. From the outside one would
suppose that the house was finished, and in
fact, the shell is quite complete; but within
there is still a tremendous amount of decorative
and other work to be done. The 200 men
at present engaged are "house men," that is
they are engaged to hurry the job, and, as a
matter of fact, they are working in a
particularly languid manner, greatly to the
disgust of Mr. Hull, who, however, has no
means of expiring them on.The firm in whose hands the building
contract was placed is the same that erected the
mausoleum which Senator Clark looks forward
to occupying some time in the far distant
future. So pleased was the millionaire with
the appearance of his last resting place that he
decided if ever he decided to erect a mansion
in New York the same firm should have the
contract. True to his promise Mr. Clark, in
1898, communicated with the firm in question
and instructed them to draw up plans for a
house which should hold its own with others in
Millionaires' Row. He gave them carte
blanche, and the builders determined that the
new mansion should eclipse anything else in
New York or any other city.When Mr. Clark received the plans he was
on the eve of sailing for Europe, so he slipped
them into his pocket with the intention of
showing them to Henri Deglane, the greatest
architect in France. M. Deglane approved of
the plans, and on his return to America the
Senator told the builders to go ahead. The
plans, however, provided for a much larger
house than could be built on the land then
owned by Mr. Clark, and when this was pointed
out to him he solved the difficulty by buying
five houses adjoining and pulling them down,
though each was a miniature palace. The
house as it stands to-day covers something like
17,000 square feet of ground.The stone for building the mansion was
purchased by contract from a firm in Maine, and
for each separate block a working drawing was
prepared by Mr. Hull and his assistants and
sent to the quarries, where the granite was cut
to scale, by expert workmen, numbered, and
then shipped to New York.This part of the work was very slow—so
slow, in fact, that by the end of the year only
a small fraction of the material had been de-
livered. Then a quarrel arose between the
builders and the quarry-owners, the contract
was broken, and, on the advice of Mr. Hull,
Senator Clark purchased a quarry of his own
in Maine, laid down a couple of miles of rails
to unite the works with the Colonial Railroad,
and in less than six months 20,000 cubic feet
of granite was ready for shipment. Employed
in the quarry were no fewer than 500 men, all
engaged in preparing stone for the Clark
mansion.The bronze used in the construction of this
palatial house comes from Mr. Clark's own
foundries, for soon after the foundation-stone
was laid the millionaire, again on the advice of
Mr. Hull, bought out the Henry Bonnard
Bronze Company for a nominal sum, and not
only cast his own bronzes at the works, but
also entered into competition with other firms
to supply the trade, and cleared a profit of
£10,000 on the three years' workings. Having,
therefore, purchased his own stone quarry and
his own bronze foundry, Mr. Clark, on his own
initiative this time, erected this own marble
factory, at a cost of £30,000, at Ravenswood,
and there all the sculpture for the new mansion
has been designed and executed.The modelling has been done by a famous
artist named Philip Martiny, and carved by the
most expert craftsmen. Moreover, the copper
used comes from Senator Clark's own mines,
and the timber from his own lands. In fact, it
would be difficult to say what material in the
construction of the house has not been obtained
from property of which he is the owner.Among the novelties of interest in the new
house may be mentioned a swimming bath in
the basement, 30 ft. wide by 60 ft. long, and
varying in depth from 4 ft. to 12 ft. The
bath—or "plunge," as it is called—is lined
throughout with the finest Carrara glass, as are
also the walls to a height of 10 ft. or more.
The floor is of marble, while the ceiling is
composed of the most exquisite mosaic work.
The remainder of the basement is occupied by
an electrical plant sufficient to heat the
house and supply it with 10,000 electric lights.
The 30 bath-rooms—almost one to every
bedroom—and the principal elevator or "lift,"
is built in the form of a sedan-chair of the
time of Louis XVI. There is also an elaborate
system of "dumb-waiters," by means of
which instant communication may be had
from every room with the kitchens and ser-
vants' quarters. In the dry gallery is a movable
stage, which may be raised or lowered as de-
sired, by means of hydraulic motors. When
not required this stage remains on a level with
the main floor, and a visitor could detect that
the two are really separate.All the plumbing is of the finest bronze—no
other house in the world being so equipped.
There are two roof gardens, which, when the
house is completed, will be the most perfect of
the kind in existence, while on the top floor is
an elaborately-equipped laundry.But to recount all the other wonders in this
remarkable house would be merely to catalogue
the greatest achievements of modern architec-
ture. There are salons in Louis XV. and Louis
XVI. styles; a circular sculpture hall with a
domed roof containing a score of different and
precious marbles; a music-room of wonderful
Italian stone; corridors of Caen stone with
panels of coloured marbles and floors of marble
tiles. All the bath-rooms are lined with marble
and mosaic. There is a huge elliptical conser-
vatory, one end of which projects over the
carriage entrance, and is a triumph of art in
bronze and crystal. The library, which is one of
the rooms completed and furnished, is the most
beautiful apartment in the house. It is built
of Circassian walnut, with panels containing
mural paintings illustrating the progress of
the art of printing. The decorations are sub-
dued and restful to the eye, while at the east
end of the room are three magnificent stained-
glass windows which once reflected a thousand
lights and hues in an old chateau in Southern
France.

Auctions.



PUBLIC AUCTION:

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
TO-MORROW,
(TUESDAY) AND WEDNESDAY,
the 29th and 30th May, 1906, at 10 A.M. each
day, at H. M. NAVAL YARD,
SUNDRY NAVAL, VICTUALLING,
OBSOLETE AND CONDEMNED
STORES,
Comprising:—OLD STEEL WIRE ROPE, REFRIGE-
RATING MACHINE, BOATS' ENGINES
and BOILERS, CHAIN CABLE and GEAR,
ELECTRIC CABLE, STEEL WIRE HAW-
SERS, OLD BRASS and IRON, RIVETS,
LOAM, PAPERSTUFF, CANVAS, PRO-
VISIONS, IMPLEMENTS, CASKS and
CASK STAVES, CLOTHING MATERIALS,
BLANKETS, OFFICERS' MESS TRAYS
and TOBACCO.

Catalogues may be had on application.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 28th May, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell byPUBLIC AUCTION,
TO-MORROW,

the 29th May, 1906, at 11.30 A.M., at his

Sales Rooms, Duddell Street,
35 Cases "LEON CHANDON" CHAM-
PAGNE.

200 " COGNAC.

30 " GIN.

3 " LLAMA SHIRTINGS.

4 " JAPANESE LANTERNS.

5 " UMBRELLA FRAMES.

60 " CEYLON TEA.

AND

A quantity of other Goods.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 28th May, 1906.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

MR. GEO. P. LAMMERT has been

instructed to sell by

PUBLIC AUCTION,
TO-MORROW,

the 29th day of May, 1906, at 3 P.M., at his

Sales Rooms, Duddell Street, Victoria,
IN ONE LOT.The VALUABLE LEASEHOLD PRO-
PERTY registered in the Land Office as
SECTION D OF INLAND LOT No. 585
with the Messuage and Buildings thereon,
known as No. 11, SEYMOUR ROAD, held
under a Crown Lease dated the 14th Decem-
ber, 1899, for a term of 999 years. Proportion
of Crown Rent payable \$1.60.

For further particulars, apply to—

Messrs. EWENS, HARSTON & HARDING,
Alexandra Buildings,
Vendor's Solicitors,
or to

The Auctioneer.

Hongkong, 28th May, 1906.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have

received instructions to sell by

PUBLIC AUCTION,
ONMONDAY,
the 11th day of June, 1906, at 3 P.M., at theirSales Rooms, No. 8, Des Vaux Road Central,
THE FOLLOWINGVALUABLE LEASEHOLD
PROPERTY,
situate at Victoria, in the Colony of Hongkong,
viz:—ALL THOSE PIECES or PARCELS OF
GROUND situated at Victoria aforesaid regis-
tered in the Land Office, respectively as the
REMAINING PORTION OF SECTION A OF
INLAND LOT No. 505 and the REMAINING
PORTION OF INLAND LOT No. 505, together
with the Messuages thereon, known as Nos. 54,
56, 58, 60 and 62, Stone Nullah Lane, and
Nos. 4, 6, 8, 10 and 12, Wanchai Road.Area 3,694 square feet or thereabouts. Term
999 years.For further particulars and conditions of
sale, apply to—Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagee,
or toMessrs. HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 23rd May, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell byPUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ONTHURSDAY,
the 28th June, 1906, at 11 A.M., at the Hong-
kong and Kowloon Wharf and Godown
Company's premises, Kowloon,
COMPLETE CEMENT FACTORY,
Originally intended to be put up as the Kwan-
tuns Cement Factory, but landed in
Hongkong on account of the Russo-
Japanese War, will be sold, by order of
the proprietor Mr. Hereditary Honorary
Citizen Anatoly Chavampiewitch Tet-
jukow of Sibirsk.The Plant of this Cement Factory, which
has been fitted out with the latest technical
inventions for manufacturing Cement, by the
dry system, consists among others of:—

LOCOMOBILES (Wolf, Magdeburg).

MILLING MACHINES (Smidt, Copenhagen).

COOLING INSTALLATIONS (Atlas Fabr.).

ELECTRICAL (Allg. Elec. Comp.).

TRUCKS, &c. (Orenstein & Koppel).

&c., &c., &c.

All in all the whole plant is very nearly the
same as the Factory Kijaksdorph, near Malmö
in Sweden.Specifications of the Machines and Acces-
sories as well as any further information may
be obtained from—SIEMSEN & CO.,
Hamburg & Hongkong,
andLAWYER-BUBNOFF,
in St. Petersburg, Wassili Ostrow,
4 Linie, Haus No. 5,
as well as from the Auctioneers.

Messrs. HUGHES & HOUGH.

Hongkong, 28th May, 1906.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell byPUBLIC AUCTION,
ONFRIDAY,
the 1st June, 1906, at 11.30 A.M., at hisSales Rooms, Duddell Street,
APOLLO PIANO PLAYER.

COTTAGE PIANO, by Arthur Allison.

Do. by Dörner.

Do. by W. Robinson &
Co.

(All in excellent condition).

ALSO

A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE.

On view from Thursday, the 31st May.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 26th May, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell byPUBLIC AUCTION,
ONSATURDAY,
the 2nd June, 1906, commencing at 2.45 P.M.,
at No. 5, Salisbury Avenue, Kowloon,
A QUANTITY OFVALUABLE HOUSEHOLD FURNITURE,
(Particulars from Catalogue).

TERMS:—As Customary.

On view from Friday, the 1st June, 1906.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 26th May, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell byPUBLIC AUCTION,
ONTUESDAY,
the 5th June, 1906, at 11 A.M., atARMY AND NAVAL STORES,
Queen's Road East,
THE FOLLOWINGGOVERNMENT STORES
at the ARSENAL YARD:—

AXLE TREES, BOLTS and NUTS, IRON

SAFES or PORTABLE MAGAZINES,

WHEELS, COPPER SCALES, VICES,

LEATHER STRAPS, OLD BRASS, GUN

METAL, COPPER, WHITE METAL, ZINC,

STEEL CAST, WROUGHT and GALVA-

NISED IRON, LEATHER, BLANKETS,

TENT DUCK, TARRER and PLAIN CAN-

VAS, ROPE, DOOSOOTIE HUNTING,

WOOLLEN RAGS, OLD WOOD, IRON

Intimations.



ESTABLISHED A.D. 1841.

**A. S. WATSON & CO.,
LIMITED.**

WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

**SCOTCH
WHISKIES.
GREAT REDUCTION
IN
PRICES.**

From this date the prices of our popular brands of SCOTCH WHISKIES will be as under:—

A. THORNES BLEND.....	\$11.00
B. GLENORCHY BLEND (A Fine Soda Whisky)	11.40
C. ABERLOUR-GLENLIVET (A Fine Peaty Flavoured Whisky) ..	12.50
D. H.K.D. BLEND of the Finest Old Malt Scotch Whiskies ..	14.00
E. BLEND. The popular Whisky in the Far East	15.00

The above prices are strictly *net*. The discount of five per cent. previously allowed on our Whiskies ceases from this date.

**A. S. WATSON & CO.,
LIMITED,**
WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.
Hongkong, 17th May, 1906. [34]

GREGOR & CO.,

10, QUEEN'S ROAD CENTRAL.

OUR OWN

BRANDS:

HOME BOTTLED:

GREGOR & Co's IMPERIAL

HIGHLAND WHISKY \$16.00

GREGOR & Co's CLUB No. 1

WHISKY 18.00

GREGOR & Co's ROYAL OLD

LIQUEUR WHISKY 24.00

GREGOR & Co's TARRAGONA

9.00

GREGOR & Co's OLD TAWNY

PORT 11.00

Hongkong, 17th June, 1906. [35-2]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

On the 28th April, at Seattle, U.S.A. VESTA, daughter of the Rev. Thomas Baldwin, D.D., to NORMAN THORPE SAUNDERS of Shanghai.

DEATH.

On the 20th May, at Shanghai, JENNY ADLER, the beloved wife of E. Adler, aged 27.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 28, 1906.

DISEASE IN BANGKOK.

Some time ago, considerable amusement was afforded those who claim to have some acquaintance with the health conditions of Bangkok by the announcement made in a Bangkok journal that because the thermometer had fallen to 65 or 70 degrees Fahrenheit the capital of Siam was one of the healthiest spots in the Far East. The writer even gravely suggested that in time Bangkok would become the winter resort of the malaria-stricken, jaundiced, and effete merchants of Hongkong and Singapore. With its marvellous climate, its wonderful system of canals which, in far-off days—probably in the time of Sir John Mandeville or Baron Munchausen—earned for Bangkok the title of the Venice of the East, its delightful inhabitants and so forth, Bangkok was held out as an ideal land for those who wished to recuperate after their dreary labours in British colonies. Not a word was said about the lack of a water supply, the absence of first class hotels, the prevalence of cholera and the impossibility of obtaining any of the comforts and luxuries which tend to reconcile the exile to residence in the Far East. Of course, it is only right and proper that a resident in Siam should strenuously exercise his mind to see only the bright side of the picture. True, it means marvellous will power and extraordinary mental effort which might be better employed in other channels, but it is commendable, and should entitle the writer to one of those medals which are so lavishly distributed by the Siamese King on all possible occasions, from the opening of a ten-foot bridge to the celebration of a semi-Royal birthday. But occasionally we obtain a glimpse of the real state of affairs in Siam. On the 10th inst., the *Siam Free Press* published an editorial on the subject of the non-existent water supply of Bangkok and said: "The mortality rate from cholera is growing to an alarming degree. The New Road looks like one long procession of coffins daily from dawn to dark, and still there seems to be no serious effort made to stem the tide of death. We were informed a couple of days ago by a high official that the project of supplying Bangkok with a wholesome water system would be shortly undertaken and that the work would be completed within five years, according to present calculations. This looks hopeful; but how many will have shuffled off the mortal coil before the crystal fountains of Chai Nat will relieve the wants of the population, which season after season is driven to the most desperate straits to provide enough of wholesome water to tide over the dry months of the year." That is a very different story to the glowing account which sought to prove that Bangkok and its environs might be considered the Riviera of the Far East. The fact of the matter is that so long as the Siamese Government neglects its obvious duty to supply the inhabitants with an abundant supply of fresh water disease will continue rampant, carrying off the brightest members of the European population and decimating the natives who have to depend on the brackish water of the Menam to quench their thirst in the dry season. We may fulminate against the water authority in Hongkong when the state of the reservoirs permits of only a limited and intermittent daily supply, but at least that supply is fresh and wholesome, and not laden with the germs of every disease under the sun. Siam hopes to rival Japan as a country of progress and enlightenment. A Siamese Prince is touring Japan and North China, presumably with the object of obtaining information regarding the constructive works being carried on by the Japanese. But Siam will never be recognised as a country dominated and governed by men of modern views so long as the people are allowed to wallow in the depths of disease, resulting from the lack of ordinary sanitary provisions. Bangkok may become the Mentone of the Orient, but that day, despite the rose-coloured views of enthusiastic residents, will not arrive until the first principles of hygiene are observed and an adequate and reliable system of waterworks installed.

A FAVOUR TO CHINESE.

In many respects the policy followed by the United States Government under the Chinese Exclusion Act coincides with the attitude adopted by the Government of the Australian Commonwealth. Both countries manifested the strongest objection to the immigration of Chinese and passed laws which had the effect of regulating the entrance of Chinese undesirable. But while America occasionally allowed, unsuspectingly, Chinese immigrants, against whom the law had been framed, to land, Australia imposed tests of such a severe character that the Chinese coolies were effectually stopped at the gateway of the Commonwealth, and further required the payment of a poll-tax of about \$1,000, even after the preliminary requirements had been met. The great opposition of the Chinese to the operation of the American Exclusion Act was the manner in which its provisions were carried into effect. They maintained that Chinese gentlemen and officials were subjected to gross indignities, treated as coolies, and humiliated to a degree that was intolerable. But all that is ancient history; the boycott of American goods was the result. Although the Australian Commonwealth have been equally averse to the admission of Chinese and have proclaimed their intention of retaining a "white Australia," the operation of the laws governing the entrance of Chinese has been, apparently, carried out in a manner which did not offend the susceptibilities of the immigrants. At any rate, there has been no suggestion that Australian goods should be placed in the same category as American products, a fact which has operated to the advantage of Australia during the heat of the boycott. It has been felt, however, that there were reasons why the exclusion Ordinances in force in the Commonwealth should be somewhat relaxed in favour of the Chinese traveller, official and merchant. Seeing that Great Britain had entered into an offensive and defensive treaty with Japan, it was urged that certain privileges should be granted our Japanese allies. Downing Street exerted pressure on the Government of the Commonwealth and secured, after much trouble, certain minor concessions for Japanese subjects, other than those of the coolie or labouring classes. But the Commonwealth has as much respect for the Chinese as for the Japanese, and it was recognised that any concessions granted to the one should be extended to the other. A few days ago we were enabled to publish exclusively, on the authority of Mr. Frederick Jones, the Trade Commissioner on behalf of the Queensland Government, now in Hongkong, the fact that the Commonwealth Cabinet had decided to extend the exemptions of the Immigration Restriction Act granted after considerable agitation to the Japanese, to Chinese officials, merchants, students and travellers. That is undoubtedly a step in the right direction. Australia cannot suffer by the admission of the respectable classes of Chinese who seek to broaden their mental horizon, to gain information regarding trade opportunities, to act as agents in China of Australian producers, or to acquire that education which the colleges of the Commonwealth are eminently fitted to impart. The working-man, the artisan, is not affected by the admission of Chinese gentlemen who are only making a passing visit to the country, and the cry of "Australia for the Australians," still holds good. It was only fair that advantages granted to the Japanese should be extended to the Chinese. Mr. Jones, in a further interview on this question, as to the general effect of the operation of the laws restricting the admission of Asiatic peoples into Australia, remarked to a representative of the *Hongkong Telegraph*: "With myself the question of a white Australia is not a matter of economics, it is a religion, but I am not a bigot. Apart from my frequently expressed opinion that concessions to any Asiatic race must similarly be granted to the Chinese, since my official connection with the East I have recognized the desirability of allowing the best Chinamen to visit my country." With that spirit the educated Chinese are not likely to quarrel. They have sought for nothing more from America; they have not objected to the conditions prevailing at the Australian ports with regard to the examination of Chinese visitors; and, indeed, there has been no question of attempting to secure better terms than those now offered. The Australians are wise in their generation in offering this measure of exemption from the provisions of the Restriction Act. There is a vast field for Australian enterprise in China, and so long as nothing is done to estrange the people, Australia should find an immense outlet for her surplus products in the Middle Kingdom. Mr. Frederick Jones, the Queensland Commissioner, may be congratulated on being able to make the announcement he has made, for it is bound to have a beneficial effect on his mission in the Far East.

Sir Claude Macdonald, British Ambassador, was received in audience and afterwards entertained to dinner by the Emperor and Empress of Japan, an unprecedented distinction.

A UNIQUE OPPORTUNITY LOST.

The jetsam which floats up with every mail from Europe reveals very conclusively the wonderful ignorance which prevails even amongst those who are otherwise deemed to be educated, regarding the position of Great Britain's Far Eastern possessions. No doubt many having correspondence with the home country have received letters addressed "Hongkong, India," while it is on record that during the war Hongkong was frequently believed to be an integral portion of Japan. But these slips may have been due to some temporary aberration to which we have no clue. The numerous appeals to take shares in lotteries which are to be held under the Governments of Austria, Germany and Holland greatly help to swell the contents of the waste paper basket. But one of the most amusing communications we have received for some time arrived to-day from London. It was a bulky envelope and contained several printed sheets of superfine paper. The inside pages were blank, so that they may come in handy on some future occasion. The first sheet bore, in beautifully large type, the heading—"The London Musical Club." In case people in Hongkong may never have heard of the L.M.C. we will quote the directions how to get there; it is "125 yards behind the British Museum (Tube) Station." Nothing could be more precise. Two hops, a skip and a large jump, and the visitor will bounce into the presence of the hon. secretary or hon. treasurer of the Club. The members will be waiting for him with outstretched arms. Well, this circular or pamphlet or perhaps it should be called a brochure is not issued without an object. The London Musical Club is or was appalled at the magnitude of the San Francisco disaster, so it determined to give a concert in aid of the relief funds. Not a sacred concert, but an ordinary "sing-song," and no mention of a dance to follow. The tickets are stated to cost one guinea each. This was all very well until one read that the concert was to take place on 3rd May—more than three weeks ago! Seeing that we have still to rely on ordinary steamers for our mails, and not a patent, turbine-twisted, gold-embossed, Santos-Dumont-et-Maximised aeroplane, travelling at the rate of five thousand leagues a day, the idea of sending out invitations which would arrive three weeks after date of the performance is decidedly rich. But what a loss is that sustained by the citizens of Hongkong. For one guinea they might have sat next the Lord Mayor of London, or a Sheriff, or, perhaps, even an Alderman. The experience would have lasted them for the rest of their lives. They could have brought their grand-children, up to respect them, for it is not everybody who can hob-nob with Turtledom. And only a guinea to hear the London Musical Club. Of course, there are captious people who might have wished to see the list of performers, but the concert was not for such as they; it was intended for the *bon ton*, the *élite* of the City, for those who weep with Alexander because there are no new honours to acquire. To preserve its exclusiveness, the concert was held at 3 o'clock in the afternoon; let us pray it was successful, and that everybody was delighted—even the artists, in whom there is no jealousy. President Roosevelt said that no foreign contributions would be received towards the relief fund. Will he, or has he, accepted the stupendous receipts of the London Musical Club's concert? If not, they may threaten to visit America, and then we might expect to hear of another disaster.

LOCAL AND GENERAL.

PRINCE Nakhonchai of Siam arrived at Seoul on the 23rd inst.

THE first cruiser squadron has failed after a wide search to find the derelict steamer *Dummore*.

THERE was a national celebration at Nagoya, on the 20th inst. on the total mileage of the railways in Japan reaching 5,000 miles.

THE Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending 12th May amounted to 19,605.51 tons, and the sales, during the period, to 18,324.71 tons.

THE Kachien Transportation and Tow-Boat Co.'s tug *Shun Fung* succeeded in towing the s.s. *Sylvia* off the Kiushan Point, where she was ashore, after lightening some of her coal cargo, and the *Sylvia* proceeded on her voyage to Hankow.

It is understood that the cruiser *Bedford*, of the "County" class, will go to the China Station after she has been refitted. There is a suspicion that the China Station is to be made a depot for the "undesirables" of the navy. The earlier County class have not proved an unqualified success.

THE constant nuisance of having the wharves blocked by sampans thereby delaying traffic apparently still continues. The Water Police arrested five cargo boat owners yesterday, and charged them at the Police Court this morning with obstructing the wharf at Wing Lok Street. They pleaded guilty, and Mr. F. A. Hazeland fined them \$5 each.

THE Sanitary Board meets to-morrow afternoon. The agenda paper would interest nobody; there is not a single question on the list, the most interesting item being, probably, the "rat return for the fortnight."

INSPECTOR Smith charged seven chair and ricksha coolies at the Magistracy to-day, with gambling at No. 42, Graham Street, yesterday. They pleaded guilty, and Mr. C. A. D. Melbourne imposed a fine of \$2 each.

THE fact that Mr. Jacob H. Schiff, the New York banker, has been decorated by the Emperor of Japan with the Order of the Rising Sun is regarded as evidence that Japan has not finished borrowing money.

JOHN Roberts will take his farewell of the public as a match and tournament player in a game with Diggle. The match will last for two weeks, and will take place at Hengler's, Argyl-street, at the end of this month.

It is reported in Tokio papers that the Imperial Court has decided to send Prince Kan-in to America to convey Imperial sympathy with regard to the recent earthquake and fire. The Prince, it is said, will leave Yokohama about June 25th for San Francisco.

THE Russo-Chinese negotiations are making hardly any progress in consequence of the heavy demands made by Russia and the fact that the Waiwupu is overwhelmed by other important matters which have arisen lately. No article of the Treaty has yet been settled.

HIS Highness the Sultan of Johore, who had intended to leave England for Singapore in April, postponed his departure so as to be able to confer with Sir John Anderson, the Governor of the Straits Settlements. The Sultan now proposes to leave by the North German Lloyd steamer towards the end of May.

IN the Divorce Division on 26th ult. Mr. Charles Eaton Batt, paymaster on H.M.S. *Cressy*, whose pension was heard before a jury, was granted a divorce and £750 damages. He alleged that his wife, Mrs. Ethel K. Batt, formerly Murphy, had been guilty of misconduct with Mr. Francis Gustavus Crosby, the son of an Army colonel. The parties were married in April, 1903, and while the petitioner was away on duty on the China Station Mrs. Batt and Mr. Crosby met.

BECAUSE a coolie preferred to do more loafing than work on board a coal junk that was loading the s.s. *Hongkong* with coal in the harbour yesterday, was the cause of two other folk's giving him a hammering. The assault was of a rather serious nature, for it resulted in the transportation of the loafer to hospital. This morning he was discharged from hospital and appeared at the Police Court, with his cranium bandaged, to prosecute his assailants. Mr. F. A. Hazeland, after hearing evidence, fined them \$2 apiece.

SERGEANT James Lee, of No. 2 Police Station, Wanchai, made a gambling raid yesterday afternoon on No. 2 Loong On Street, and captured fifteen street and coal coolies, who were arranged before Mr. F. A. Hazeland, at the Police Court this morning. The first two men were charged with keeping a common gaming house, and the others with playing *pat kau* on the premises. The defendants denied the charges. His Worship fined the first two defendants \$15 each, or six weeks' hard labour, while the remainder had each to pay a fine of \$2, the gambling paraphernalia to be forfeited.

A JAPANESE gentleman, clad in spotless white, was placed in a very uncomfortable position at noon to-day at the corner of Queen's Road East and Arsenal Street. He was in a ricksha, and the coolie, who was going at a pretty fast rate, turned the corner into Arsenal Street. The fare, who intended going along Queen's Road East, gave his order accordingly. The coolie suddenly swerved round, and the strong wind that was blowing from the Praya caught the vehicle and overturned it. The unfortunate Japanese had a most trying time crawling out of the vehicle in that position. What was against him was the fact that the apron was up at the time, and the rain was pouring in torrents.

AN accident, which fortunately resulted in no mishap, occurred on the Praya East to-day. A gang of coolies was engaged in discharging coal from a junk to a godown on shore, by means of a long plank stretched from the bow of the junk to the praya wall. A coal coolie, who had two full baskets slung over his shoulder, undertook to journey across the plank. He got half way, when a wave struck the boat shook the plank, and precipitated the Chinaman into the sea. Being able to swim he struck out, got to the side of the junk and was hauled aboard. Unhappily no injuries whatever and his ducking did not appear to effect him at all, but he was greatly grieved about losing his bamboo pole and baskets.

A CORRESPONDENT writes:—"Now that the rainy season is with us, has the inspector in charge of vehicles any idea as to the condition of some of the rickshas that are licensed to accept fares in the Colony? One is of opinion that the rick has, with their gear, are carefully examined each month before the licence is renewed, but apparently this rule is not always observed, for the condition of some of the vehicles in town is disgraceful. On many rickshas—mostly on the black ones—the wheels are of two different sizes, with the result that the fare, not noticing it before, has to lean more to one side, for fear, should the smaller wheel enter a rut in the street, or the wily coolie attempt to cross over the tram lines, the vehicle should upset. Who would be to blame in case one of these bone-shakers should collapse or upset and the limbs of the fare be broken? Another thing which causes constant annoyance is the dirty condition of the aprons used by these vehicles. They are made from the most inferior quality of cloth, and the slightest drizzle soaks through the apron, placing the fare's white pants in a nasty state, for the paint on the inner part of the apron stains the clothing. It is about time that steps were taken to remedy this affair."

IN a Government Gazette. Extraordinary issued this afternoon, it is reported that the Hon. H. E. Pollock has resigned the chairmanship of and his appointment on the Commission recently appointed to consider matters pertaining to the Public Health and Building Ordinance. His Excellency the Governor appoints the Hon. Mr. E. A. Hewitt to be chairman.

THE report of the Directors of the Hotel des Colonies, Ltd., for presentation to shareholders at the fourth ordinary general meeting, shows the net profit of the company during the last year to have been \$43,989.10. Deducting \$12,000.00 of this for the interim dividend of 4 per cent. already paid, there is a balance left of \$31,989.10 available for division. It is proposed to pay a final dividend of 6 per cent. at \$1,000.00, increase the sinking fund by \$9,331.33, and carry forward, after paying commissions, the sum of \$2,380.32. These sums represent the equivalent in tael at an exchange of 75.

AN old beggar woman, through her ignorance, figured in the dock at the Magistracy this morning, before Mr. F. A. Hazeland, in answer to a serious charge. According to her statement, she had just arrived from Canton. At Yumati, she met a man who handed her a bundle and told her to take it and leave it in a quiet road. At the same time he gave her twenty cents. The woman complied with the request, but she had not soon deposited the bundle than a policeman took her in charge. In the bundle was found the dead body of a female child. The remains were removed to the Kowloon mortuary, a *post mortem* examination was held, and the result showed that the child died from malarial fever. She refused to give any information to the police as to who the man was who gave her the bundle. His Worship fined her \$25.

CHAN Kwai, a boarding-house runner, and Cheung Loi, an earthcooler, were charged before Mr. C. A. D. Melbourne, at the Magistracy, this morning: the first defendant being alleged to have aided and abetted the earthcooler to go on board the s.s. *Fookiang* with the intention of proceeding to Singapore, while the second defendant was charged with being on board the vessel without permission. The defendants pleaded guilty. The earth cooler said that he was brought down from Canton by the first defendant to go to Singapore. Sergt. Grant said that their stowing away was a serious affair as the captain of the ship was liable to a penalty on arrival at Singapore, if he had more passengers on board than the number indicated in his papers. The boarding house keeper said he intended getting a ticket later for the coolie. His Worship fined him \$20, and the other \$2.

MR. Thomas Cowen, whose death is announced at Tokio on May 21, was well-known in many parts of the East as a capable but somewhat unfortunate journalist, whose undoubted literary abilities allied to a sounder judgment might have carried him farther to success. Independent in thought and in action to the extent of rashness he was apt to be carried away by the enthusiasm of the moment; but he was well liked by those who knew him best. For a time he edited the unlucky *Shanghai Daily Press*, which he made a very bright and readable sheet. During the war he acted as a correspondent with the Japanese forces for the *Daily Chronicle*, and his book, one of the earliest to appear, gave a very clear if a somewhat superficial account of the operations down to the battle of Liaoyang. Mr. Cowen came of the Newcastle family long connected with journalism, and two of his brothers have been engaged in newspaper work in the East, one of them, Mr. John Cowen, being the editor of the *Ch. Ja Times* of Tientsin.—N. C. D. News.

STRANDED VESSELS NEAR FOCHOW.

ATTEMPTED SALVAGE OF THE "CHUNKONG."

[From Our Own Correspondent.]

Fochow, 23rd May.
The s.s. *Chunkong*, 276 tons, from Fochow to Hingwah, stranded on Wedge Island, in the River Min, at 8 o'clock on the evening of the 18th inst. The vessel ran ashore at high water. The fore part to the funnel is now high and dry, and as the afterpart being the heavier, the steamer overbalanced when the tide fell, the stern grounding, and in that position, the afterpart is dry or submerged according to the tide. Efforts are being made with chains under the steamer, attached to junks, to raise the stern, pump out the water, and, if possible, float her. At highest spring tides on the 25th inst.

THE "AKASHI MARU."
The Osaka Shosen Kaisha s.s. *Akashi Maru*, which struck a rock near Matsuo on the 15th inst., and is now at Fochow, is to go into the Imperial Arsenal dry dock for temporary repairs, as she is not considered seaworthy enough to proceed to Shanghai. Apparently the vessel's double bottom saved her from being a total loss.

WEATHER AT FOCHOW.
The rainfall at Fochow on the 22nd inst. was 3.94 inches; the barometer, 29.70. We have experienced heavy typhoon squalls.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 28th at 11.55 a. The barometer has fallen rapidly in Japan owing to the depression which is now traversing E. Japan moving towards the Pacific.

Pressure has increased quickly over N. China, and fallen slightly on the S. coast and in Formosa.

The highest pressure is over N. China, and a low pressure trough, in which no definite centre is at present detected, extends over the N. part of the China Sea, and the Pacific towards the South of the 100°E.

Gradients are rather steep over S. China, and strong N.E. winds are expected to prevail in the Formosa Channel and the N. part of the China Sea.

Forecast.—Strong N.E. winds; equally, rainy.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

NANCHANG TRAGEDY.

WAIWUPU'S INDEMNITY OFFER.

TERMS OF SETTLEMENT—300,000 TAELS.

[From Our Own Correspondent.]

Shanghai, 28th May, 2.25 p.m.

The Waiwupu have now amended the proposals which they previously submitted to the French Government in settlement of the claim made as a result of the tragedy at Nanchang.

It is proposed to pay an indemnity of 300,000 taels, on account of the damage done to mission buildings.

No compensation is offered for the death of Luerche, who was one of the victims of the outrage.

[N. C. D. News.]

Mr. Lockhart at Chinanfu.

Chinanfu, 22nd May.

Mr. J. Stewart Lockhart, C. M. G., Commissioner of Weihaiwei, arrived on the 18th inst. and has been entertained by H. E. Yang Shih-shiang, the Governor, in the Li Hung-chang Memorial Temple. The British community here were invited to meet him at a banquet on Saturday and again to-night.

Last night members of all nationalities were invited to meet him at a Chinese feast, followed by theatricals.

Mr. Lockhart leaves to-morrow.

The Opening of Manchuria.

Tokio, 21st May.

A State Council is held on Tuesday, attended by the five Elder Statesmen, the principal Ministers, and General Baron Kodama (Chief of the General Staff). It is to discuss the post-bellum arrangements connected with Manchuria, the Premier's recent tour there, and the expediting of the Open Door in Manchuria.

2nd May.

The State Council this afternoon, to discuss the steps for opening Manchuria to foreign trade, was attended by the five Elder Statesmen, the Premier (Marquis Saionji), the Ministers of War (Lt.-Gen. Terauchi), Marine (Vice-Admiral Saito), and Foreign Affairs (Viscount Hayashi), General Baron Kodama, General Viscount Katsura (the late Premier), and Admiral Yamamoto.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

"MUSIC HATH CHARMS."

To the Editor of the "Hongkong Telegraph." Sir,—Will you, or any of your cosmopolitan readers, define for me what constitutes a "nuisance"? And will you kindly inform me whether the following nocturnal infliction is, veritably and indeed, a nuisance of the first water? Music hath charms, I know, but somewhere in the block of buildings extending from the Hongkong Hotel to the Eastward, there resides an individual with a melancholy soul, who has lately been seized with the extraordinary idea that he or she is musical, and, that being so, he or she must have a "musical" instrument. The "instrument" has been purchased, and it proves to be an organ, or harmonium, of some sort, as melancholy as its new owner, and on this a nightly "treat" is given to the neighbours, by the melancholy musician, who, commencing at 6 p.m., and continuing till 11, or 11.30 p.m. when ultra-enthusiastic—with a short intermission for an æsthetic meal—"plays"—save the mark—with one finger only (!) all the latest funeral marches, dirges, *dis tunc*, and hymns for the dead that he or she can get hold of. If he could but hear how his neighbours, growing deep down in their throats, call down everything but blessings on his melancholy head, he would sell his "instrument"—or why not present it—to some new chapel, to save himself from being for ever and ever anathema maranatha? In the meantime, Mr. Editor, until such sale or presentation is effected, is there no way of suppressing this nuisance which is highly calculated to give us, the unfortunate neighbours, an attack of

MANICHOLOIA.

Hongkong, 28th May.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Arratoon Apar*) 30th inst.
English (*Aradia*) 30th inst., 10 a.m.
American (*China*) 31st prox.
Indian (*Kutang*) 4th prox.
German (*Prins Waldemar*) 5th prox.

The C. P. R. Co's s.s. *Monteagle* arrived at Vancouver at 3 p.m., on 26th inst.
The s.s. *Satsuma* sailed from Shanghai on 26th inst., and may be expected here on 29th inst.

The Imperial German Mail s.s. *Zieten* left Colombo on 26th inst., a.m., and may be expected here on 6th prox.
The N. Y. K. Bombay Line s.s. *Dombay Maru* left Bombay for this port via Colombo and Singapore on 26th inst., and is expected here on 13th prox.

The C. P. R. Co's s.s. *Tartar* arrived at Keelung at 7 p.m., on 25th inst., and left again at 10 a.m., Saturday, for Shanghai, where she is due to arrive at 5 p.m., on 27th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

RISING IN SHANGHAI.

DETAILS STILL LACKING.

[From Our Own Correspondent.]

Shanghai, 28th May, 2.25 p.m.

It is reported that a rising has occurred in the province of Shanghai.

No details have yet been received here as to the nature or extent of the outbreak.

[Ketter's.]

The Native Trouble in Natal.

London, 25th May.

In view of the serious situation in Zululand, the Imperial troops in Pretoria have been ordered to be in readiness.

Later.

There has been a practical armistice in Natal for the last few days, while the chiefs have been conferring; but as the agents of Bambaata have persuaded them to continue their resistance, the Natalians are now preparing to take a vigorous offensive.

The Chinese Customs.

Washington advises that Mr. Rockhill, the United States Minister at Peking, has been instructed to join the British Minister in his action against the Customs edict.

Russia.

The Constitutional Democrats have submitted a Bill to the Duma for giving the fullest possible freedom to every religion.

The Chinese Commercial Mission.

26th May.

The Chinese Commercial Commission has gone to Brussels for ten days; from there it will proceed to Marseilles, en route for China.

The Japanese Training Squadron in Australia.

The Japanese officers have been most enthusiastically feted in Sydney, though the outdoor functions were marred by rain.

In a rifle match, fifteen a side, service conditions, at moving figures, the National Rifle Association defeated the Japanese by 309 to 186.

The Australian Mail Service.

The Cunard, Peninsular and Oriental, the Orient, and the Pacific lines announce a joint Eastern Australian service.

TYPHOON WARNING.

We are indebted to the U. S. Consul-General, in Hongkong, for the following telegram:

"Manila Observatory, May 27th, 4 p.m.
"Typhoon near parallel 17 and meridian 121, inclining northward."

"ALGUE."

MACAO LOTTERIES.

NEW SYNDICATE APPOINTED. FARMERS.

[From Our Own Correspondent.]

Macao, 28th May.

The Farm-for the Chinese lotteries known as the San Pui and Pa Kap-Pui has just been allotted for the sum of \$162,000, for a period of five years.

Several months ago a monopolist offered an amount far in excess of the above sum, but as he lost considerably over the speculation he had to abandon his contract.

The Government is, of course, never the loser. The last Farmer had to forfeit the sum which he had deposited for the due fulfilment of his contract and it was cancelled. The Farm was then put up to public tender, with the result above announced.

On this occasion a syndicate of very wealthy Chinese was formed to conduct these lotteries. It is said that the intention is to amalgamate the two lotteries in Macao with those in Canton, with the object of thus being able to avoid any competition, this being believed to be the only system on which the Farm can be made to pay.

WHATS IN A NAME?

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Veer Singh, an Indian *durwan*, sued Li Ping for recovery of \$63, being the balance of an amount due for money lent by the plaintiff to the defendant, and still remaining due and owing, on a promissory note.

Mr. H. K. Holmes appeared for the plaintiff, defendant appearing in person.

Plaintiff proved the debt. Defendant denied that he owed the money; his name was Li To Ping, but he knew the Man Li Ping, and the latter asked him to make out the promissory note, which he did to oblige him as a friend. Witness did not receive one cent of the money, and the man Li Ping had since absconded, and he did not know where he was—but he was not the man.

His Honour said that he had been inclined to believe the defendant's story at first, but on giving it further consideration he thought it was not true—it was in fact an attempt at a bluff, but he could not carry it through, and there must be judgment with costs for the plaintiff.

S.S. "LUCIA VITTORIA"

ABANDONED BY THE CREW.

Up to the time of writing little or no news has been received in the Colony concerning the unfortunate steamer *Lucia Vittoria* (formerly H. M. storeship *Humber*) which stranded on the 23rd instant, during the thick fog, on a Russian island, sixteen miles off Vladivostok, while making for that port. One firm in particular, who despatched a large amount of cargo by that vessel for Vladivostok, state though they have sent a couple of telegrams to the captain of the *Lucia Vittoria* they have not received a reply. Reports current in the city to-day indicate that the *Lucia Vittoria* is a total wreck and on inquiries being made of Messrs. V. D. Musso and Company, the owners of the ship, it was stated that the crew had abandoned the vessel, which partly confirms the report that she is lost.

ANOTHER BANK IN COURT.

TROUBLE OVER DEPOSITS.

In Original Jurisdiction this morning, His Honour Sir Francis Pigott, Chief Justice, presiding, Tau Cheuk Hing and Tang Kwai Po sued the Shui Yuen Bank, for the recovery of the sum of \$10,000, being balance of deposit due by the defendant Bank to the plaintiff.

Hon Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Barlow, of Mr. H. K. Holm's office, appeared for the plaintiffs, and Mr. M. W. Slade, instructed by Mr. F. Atkinson, of Messrs. Deacon, Looker and Deacon, represented the defendant Bank.

Addressing the Court, Mr. Pollock said the plaintiff Tang Kwai Po is a compradore to the Mitsui Bussan Kaisha, in this Colony, and the plaintiff Tang Cheuk Hing, is assistant compradore to the same firm. The Shui Yuen Bank, the defendants, carry on business as Chinese bankers at No. 151, Queen's Road, Central. On the 25th February, 1905, the plaintiffs deposited with the defendants the sum of \$10,000, upon terms agreed between the parties that it should be repaid on the plaintiffs' demand, and that meanwhile it should bear interest to be calculated at the market rate on the date of repayment. The plaintiffs had demanded repayment of the deposit, but the defendants had refused to make such repayment.

Mr. Pollock said that in February, 1905, the plaintiffs had some 10,000 Japanese yen, and they were going to send that sum to Korea. It was first sent to Amoy but was returned on account of the fluctuation of silver. The plaintiffs kept the 10,000 yen for a few days, and then sent the money to the B. K. He would produce the receipt of the Bank, chopped properly with the defendants' chop, and also the book in which all the entries regarding the transaction were entered. He submitted the case was a very simple one.

Tang Kwai Po, called, said he was compradore to the Mitsui Bussan Kaisha, and his elder brother was his assistant. On the 25th February, 1905, he placed 10,000 yen with the Bank. It was sent to him by the Mitsui Bussan Kaisha from Amoy. The money belonged to the Company, and when it arrived the latter handed it over to him. In the first instance witness had brought 10,000 yen for and on behalf of the Company and he paid for them. They sent the yen to Amoy on account of a telegram from the company there, but after it had been sent another telegram was received, requesting them not to send the money, so that on its arrival in Amoy it was immediately returned, and witness kept it in his private office at the Mitsui Bussan Kaisha's premises. Ung Kong Hing of the defendant Bank, came to his office on the 25th February, and witness told him about the money, and offered to sell it to him. Ung Kong Hing said he would buy the yen, and asked witness to send them to his office, and witness sent the two boxes of yen, in charge of Wong Chi Kong, his shriff. Wong Chi Kong was present at that interview. The sum agreed upon was \$10,000. Ung Kong Hing said he would go back and see if he had enough money to pay at once, if not he would give him a receipt for the money. He sent the boxes off himself and saw Wong Chi Kong start off, escorting the same. The shriff returned bringing the receipt produced, but no money. A few days after that Ung Kong Hing came back to plaintiff's office, and after some talk upon business matters, witness asked him for the \$10,000. Ung Kong Hing said he was very hard up, but would pay the money in a little while, and witness agreed and suggested interest, when Ung Kong Hing said he would pay interest at the usual market rate. That money had never been repaid, nor had he received any interest on it.

Mr. Pollock: To clear up a point, whose money is the \$10,000?—Mine.

Mr. Pollock: Your own, actual personal property?—Well, mine and my brother's.

Mr. Pollock: How did you and your brother acquire the 10,000 yen?—I bought them in the first instance, and my brother and I paid for them jointly, and when the company in Amoy sent them back the company here handed them to us as our property, and told us if there was any loss to us on the transaction we were to charge it up to the company.

Cross-examined by Mr. Sharp, witness said his father was never compradore of the Mitsui Bussan Kaisha. His elder brother, Tang Man Hing was a compradore, for the Mitsui Bussan Kaisha, and when he died witness was appointed on the same terms as his elder brother. He paid \$10,170 for the 10,000 yen; he bought them from the Wai Hing Fong Bank, and he charged the Mitsui Bussan Kaisha the same rate, and the Mitsui Bussan Kaisha here charged the Amoy office \$10,370 for them. During the time of these transactions he was indebted to the Bank in the sum of \$3,000, which he had borrowed in 1901, on usual interest. He had paid that amount. An action was brought and then he paid it; that was just before this action, he had not paid that money and it was still outstanding in January, 1905. He had paid

interest from time to time as the bills were brought to him, but he did not know how much was paid as he did not keep any account. He received the yen back from Amoy on 30th January, 1905; and he kept them in his private room until the 28th February, the day he sold them to the Bank. The coins were chopped silver yen, and the premium was not as high as 4%. The coins are not current in Japan, that is they were only accepted at the current rates—they were not exchangeable for gold as were the un-chopped yen. Witness made one attempt previously to sell the yen, but the negotiations were not carried through. He seldom had any transactions in buying and selling money. He used to borrow or lend money; that was all his dealings in money. The reason why, during the 25 days the yen were in his office, he did not change them for current money of this Colony and use it was because it was so close to the Chinese New Year, that he had too much else to do at that time. There was a good deal of borrowing and lending at the Chinese New Year.

Mr. Sharp: What were the usual rates of interest charged?—Well, I could not say; I charged the current rate.

But give us a figure of what the highest rate has been?—It has been up to 14%. What! per month?—Well, only a very large and respectable firm would borrow money at that rate and only for one or two weeks.

Now, in your writ, what rate of interest is charged?—I don't know the rate, but always charged according to the English rate.

What arrangement was made between Ung Kong Hing and you as regards the interest on the \$10,000 due for the 10,000 yen?—There was no arrangement for interest; Ung Kong Hing said he allowed interest at the current rates.

After further cross-examination along the same lines,

His Honour: But what is your defence, Mr. Slade?—I really cannot see any shadow of it, your Honour.

Mr. Slade: Our defence is a total denial of liability, my Lord, and a total denial that the yen were ever brought to the Bank.

His Honour: Oh! is that so? I did not see it.

Mr. Sharp: I said it, my Lord.

Mr. Sharp then examined witness at length as to his methods of doing business, as a result of which it developed that he carried on his business in the usual way of all Chinese compradores to large firms. As regards the \$10,000, it was originally a sale, but as the purchase money was not paid, it became a deposit. He had been seven years with the Mitsui Bussan Kaisha; he joined as assistant compradore to his brother, but now he had become the chief compradore and his brother was assistant. He knew Chun heng Po; he was a shriff, and was recommended for the position by Ung Kong Hing, who stood security. Further evidence on behalf of the plaintiffs was then taken, the shriff entirely corroborating the first witness.

This case is proceeding.

THE "STAR" PERRY CO., LTD.

The report for presentation to shareholders at the eighth ordinary annual meeting to be held at the City Hall, at 12.15 P.M. on Wednesday, 30th May inst., reads:—

The directors have the pleasure to submit to shareholders their report, with a statement of accounts, for the year ending 30th April, 1906.

Accounts.—The net earnings of the boats, after paying all working expenses, were \$42,998.13, as against 156,692.45 last year, being a decrease of \$113,694.32.

The amount at credit of profit and loss account after paying for repairs and placing \$6,700 to credit of Insurance Fund, is \$34,818.94, which, with the approval of shareholders, it is proposed to appropriate as follows:—

Directors' and auditors' fees .. \$ 1,100.00

Dividend of 15% .. 22,500.00

Write off boats .. 9,000.00

Carry forward to new account .. 218.94

\$3,818.94

Business.—Traffic receipts show a falling off compared with the previous year and there was a large increase in the cost of coal, the latter alone more than accounting for the decreased net earnings.

Directors.—In accordance with the articles of association The Honourable Sir C. P. Chater, Kt., C.M.G., retires but offers himself for re-election.

Mr. A. J. Raymond having resigned, his place was taken by Mr. A. G. Wood.

Auditor.—Mr. W. H. Potts has audited the accounts now presented and offers himself for re-election.

C. P. CHATER, Chairman.

Hongkong, 15th May, 1906.

BALANCE SHEET, 30TH APRIL, 1906.

Liabilities.

To Capital—

10,000 shares at \$10 .. \$100,000.00

each fully paid up .. \$100,000.00

10,000 shares at \$10 .. \$100,000.00

each \$5 paid up .. \$50,000.00

150,000.00

To reserve fund .. 65,000.00

To insurance fund .. 32,997.90

To unclaimed dividends .. 60.50

To accounts payable .. 11,860.17

To directors' and auditors' fees .. 1,100.00

To dividend .. 22,500.00

To balance of profit and loss account .. 218.94

\$284,139.51

Assets.

By value of boats as per

last account .. \$174,000.00

Less written off .. 9,000.00

165,000.00

By accounts receivable .. 711.54

By Hongkong and Shan, bank .. 27,825.47

No. 24/c .. 502.50

By Hongkong Hotel debentures .. 30,000.00

By Hongkong & Kowloon Wharf & Godown Co., Ltd., loan .. 60,000.00

By cash in hand .. 100.00

\$284,139.51

PROFIT AND LOSS ACCOUNT.

To Repairs and alterations to boats .. \$ 2,293.88

Insurance fund .. 8,700.00

Balance appropriated as follows:—

Directors' and Auditors' fees .. \$ 1,100.00

Dividend of 15% .. 22,500.00

Written off boats .. 9,000.00

Carried to new account .. 218.94

\$2,818.94

By Balance from last account .. \$ 929.79

Net earnings of boats .. 42,998.13

Interest .. 5,707.90

Scrip fees .. 60.00

Unclaimed dividends forfeited .. 117.00

\$49,812.62

RESERVE FUND.

To Balance .. \$65,000.00

By Balance from last account .. \$55,000.00

INSURANCE FUND.

To Balance .. \$32,977.20

By Balance from last account .. \$24,257.90

By Profit and Loss account .. 8,700.00

\$32,977.90

To-day's Advertisements.

PUBLIC AUCTION.

AT THE KOWLOON SALES ROOM, No. 12, ROBINSON ROAD, KOWLOON.

THE Undersigned has received instructions for Account of the Consignor to sell at his Sales Room, No. 12, Robinson Road, KOWLOON,

on THURSDAY, 31st May, EVENING, at 9 P.M.

DOUBLE BEDSTEAD, 3 BABY'S COTS, MARBLE-TOP WASHSTAND, BEVELLED GLASS DRESSING TABLE, DINER WAGON, TIN BATH TUB, One CAMERA, One SEWING MACHINE, RATTAN CHAIRS and TABLES, a Beautiful Selection of PICTURES and CARPETS, One RICKSHA and Sundry other Articles, a few OLD PERKIN CURIOS;

Also

One ROZENKRANZ PIANO;

AND

One VICTOR TALKING MACHINE.

Now on view.

TERMS.—As usual.

F. KIENE, Auctioneer.

Hongkong, 28th May, 1906. [600]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-HANGKOK LINE.

FOR SWATOW AND BANGKOK.

The Chartered Steamship

"PROMETHEUS"

Captain Cornelissen, will be despatched as above, on TUESDAY, the 5th June, at 10 A.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 28th May, 1906. [601]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY-SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"AJAX"	29th May.
GLASGOW and LIVERPOOL	"MEMNON"	7th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th "
GLASGOW and LIVERPOOL	"PROMETHEUS"	14th "
GLASGOW and LIVERPOOL	"PATROCLUS"	14th "
GLASGOW and LIVERPOOL	"PING SUEY"	21st "
GLASGOW and LIVERPOOL	"ORESTES"	28th "
GLASGOW and LIVERPOOL	"OANFA"	5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	5th "

The S.S. "Ajax" left Singapore on the morning of the 24th instant, and is due here on the 29th.

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"ASON"	5th June.
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	19th "
* GENOA, MARSEILLES & L'POOL	"HYSON"	20th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
* GENOA, MARSEILLES & L'POOL	"PATROCLUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"STENTOR"	10th June.
	"OANFA"	7th July.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	14th June.
	"FEUCER"	13th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th May, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	29th May.
NINGPO and SHANGHAI	"YOHOW"	29th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	30th "
NINGPO and SHANGHAI	"NANCHANG"	1st June.
SHANGHAI	"CHIHLI"	2nd "
MANILA	"TEAN"	5th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taklog Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th May, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 2nd June, at Noon.
ROBI	2540	R. Almond	"	SATURDAY, 9th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th May, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

"ANGLO SAXON".....Beginning of July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd May, 1906.

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1901.

Shipping—Steamers.

FOR SHANGHAI, YOKOHAMA AND
Kobe.

THE Steamship

"RHEANANIA,"
Captain von Hoff, will be despatched for the
above Ports, on WEDNESDAY, the 30th
instant, at 4 P.M.

The Steamer has splendid accommodation
for Passengers and carries a duly qualified
Doctor and Stewardesses.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th May, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR,"
Captain Webster, will be despatched as above,
on or about 4th June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 18th May, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sundays
at 8 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

On and after Sunday, 29th inst., inclu-
sive, every Sunday will be an Excursion, at
the following rates:—1st and 2nd Class, Single, \$2;
Return, \$3; 1st Class, Single with Cabin, \$3;
Return, \$5; 3rd Class, Single, 50 cents; Re-
turn, 80 cents.

All Meals can be supplied on Board at \$1
each Meal.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

S.M. WANG Co.,

Hongkong, 10th May, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"
Captain Powell, will be despatched for the above
Ports, on SATURDAY, the 2nd June, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Steewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th April, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW".....1,300.....T. R. MEAD
"KWONG TUNG".....1,138.....R. RAMSEY.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey.....\$4
Meals.....\$1 each.

Also

Excursions to MACAO every SATURDAY
at 6 P.M., and every SUNDAY at 8.30 A.M.,
returning on SUNDAY at 10 A.M. and 6.30
P.M.

FARES:—1st Class single \$2 with cabin \$3.00,
return \$3.....5.00.
2nd Class single \$1, return.....1.50.

Breakfast, Tiffin and Dinner \$1.00 each.
The Wharf in Hongkong is nearly in front
of the new Western Market, opposite the old
Harbour Office.

SHU ON S.S. CO., LD.,

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 22nd May, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	TUESDAY, 29th May, 3 P.M.
SHANGHAI	"HANGSANG"	TUESDAY, 29th May, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 1st June, 4 P.M.

* These Steamers have superior accommodation for First-Class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 28th May, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail at Daylight on
"ARAGONIA"	5,198	Ernst	June 1st.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldmann	July 14th.
"ARABIA"	4,483	Metzenhain	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, 30th instant,
at 9.30 A.M.

All Claims must reach us before the 5th of
June, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 24th May, 1906.

Intimations.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,
Hongkong.

Hongkong, 28th April, 1906.

[510]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crews of the following vessel during her
stay in Hongkong Harbour:—

TWICKENHAM, British steamer, Captain
J. E. Parker.—Dodwell & Co., Ltd.

JUST LANDED.

A FRESH CONSIGNMENT OF
ANGLO-SWISS CONDENSED MILK
(Milkmaid Brand).

Guaranteed to be fresh and wholesome.
Exceptionally low prices for retail and whole-
sale buyers.

Per Dozen tins \$2.50.
Per Case of 4 dozen tins \$9.50.

H. RUTTONJEE,

Hongkong and Kowloon.

Hongkong, 15th May, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS,—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accur-
ate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively display-

ing advertisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted

This standard runs exactly eight lines to the

inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

for each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken,

PROGRAMMES

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European

supervision, well turned out, free from errors,

and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on

application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

TSAR'S MESSENGER IN PRISON.

STARTLING SEQUEL TO A CONVICTION.

DIPLOMATIC CIRCLES HAVE A STRANGE
FLUTTER.

The extraordinary story of a missing special
courier of the Tsar, of his strange adventures
in London, and of his tragic reappearance in
prison, came to light the other day, and with it
the solution of a mystery which has been
puzzling and worrying certain diplomatic circles
in London for some days past.

It is one of the strangest stories that the
corps diplomatique has been concerned with
for many a long day, and when the facts filtered
through it caused a big sensation.

The story—to begin at the very beginning
—starts with a dispatch, an important dispatch,
which had to be forwarded to London.

Its contents were of such a secret and confi-
dential nature that the authorities in St.
Petersburg did not care to entrust it to an
ordinary courier. Accordingly, it was given
into the hands of a tried and trusted official of
the Russian Foreign Office, M. D'Albrandt,
with the strict instructions that he was never to
let it out of his sight.

ALL WENT WELL AT FIRST.

At first all went well. M. D'Albrandt, who
is a tall, slim, but muscular young fellow of 30,
with a fair, sandy head, had been in London
on Sunday night, having crossed from
Paris, and at once took rooms at the Grosvenor
Hotel.

On Monday he delivered the precious dis-
patch safe and sound at the Russian Embassy
in Chesham-place, and was instructed that he
had to take a reply back on Thursday morning.

At the same time he received an invitation
from some of his colleagues at the Embassy to
dine with them on Wednesday night. Beyond
that, however, he was free to amuse himself as
he liked till Thursday.

PEAK.

Bailey, Mr. and Mrs.	Longridge, Rev. and
Carothers, Mr.	Mrs.
Chapman, Mrs.	Martin, B.

Chichester, Maj. A. A.	Martin, R.
Clothier, A. N.	Mitchell, R.
Dulton, Mr.	Mogiue, Mr. and Mrs.
Engel, Mr. and Mrs. L.	Moon, Mr. and Mrs.
Gales, Capt.	Moxon, Mr. and Mrs.
Graham, Mr. and Mrs.	Ollis, F. B.
	Painter, Mabel & Mrs.

W. Douglas	Farmer, Major & Mrs.
Hazeland, F. A.	Post, Mr. and Mrs. N.
Jacks, Mr.	Reynolds, F. O.
Johnston, L. A. M.	Roberts, A. G.
Jones, Patrick	Sawyer, Capt. and Mrs.
Joseph, Mr. and Mrs.	Seymour, Lt.-Col. and
E. S.	Mrs.
Kaye, Major and Mrs.	Stinchel, A.
Kislowsky, Mr. & Mrs.	Skorr, Mr.
F.	Skottowe, Mr. & Mrs.
Knight, Mr.	Watson, Mr. & Mrs. M.
Lang, Mr.	Weismann, Mr. & Mrs.
Leask, Mr.	White, Dr. & Mrs. M. J.
	Woodward, Mr. & Mrs.

CHINA COAST METEOROLOGICAL REGISTER.		May 16th, 1924.		Bar.	Th. Hu.	Wind	Wv.
Vladivostok	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.73	—	—	—	SW	4
Hakodate	"	29.85	—	—	—	SW	4
Yokohama	"	29.94	—	—	—	S	4
Kobe	"	29.93	—	—	—	S	4
Nagasaki	"	29.95	—	—	—	SE	2
Kagoshima	"	29.93	—	—	—	NE	4
Oshima	"	29.88	—	—	—	—	—
Naha	"	29.85	—	—	—	O	—
Ishigakijima	"	29.81	—	—	—	S	6
Taipei	5 a.m.	29.80	—	—	—	SE	2
Taipei	"	—	—	—	—	—	—

C. St. James,	10 a.m.	-	-	-	-
		May 27 at 10 a.m.		May 27 at 4 p.m.	
Temperature		29.62		29.52	
" " " " " " " " " "		82		85	
Humidity		87		78	
Rainfall		0.35		--	
MARINA STATION.					
CAPTAIN.			LAST REPORTED AT		
E. La T. Leatham				Yangtze	
L. Vaughan-Lee				Shanghai	

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity	despatch-vessel	1,700	4	3,000	Commander E. La T. Leatham	Yangtze
Asiatica	cruiser, 2nd class	4,365	10	7,000	Captain C. L. Vaughan-Lee	Shanghai
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Yangtze
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtze
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Yangtze
Cherub	water tank and tug	300	6	300		Hongkong
Clio	sloop	1,700	6	1,400	Commander H. D. Wilkie, D.S.O.	Yangtze
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Hongkong
Diadem	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Hughes	Hongkong
Flora	cruiser, and class	4,360	10	7,000	Captain H. Grant-Dalton	S. American Ports
Hardy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Yangtze
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Heaniker-Heaton	Yangtze
Janus	torpedo boat destroyer	280	6	5,000	Lieut.-Commander W. H. Darwall	Shanghai
Kept	cruiser, 1st class	9,800	14	22,000	Captain S. V. Y. de Horsey	Shanghai
King Alfred	cruiser, 2nd class	14,100	18	30,000	Captain C. F. Thursby	Shanghai
Kinsha	river gunboat	600	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Mosmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Singapore
Moshoen	river gunboat	180	2	800	Lieut.-Commander P. B. Noble	West River
Otter	torpedo boat destroyer	350	6	6,500	Lieut.-Commander J. Kiddle	Hongkong
Rambler	surveying-vessel	835	6	650	Commander C. E. Mearns	Hongkong (Surveying)
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Yangtze
Snipe	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyons	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Tamar	receiving ship	4,650	6	800	Commodore H. P. Williams	Hongkong
Teal	river gunboat	160	2	600	Lieut.-Commander E. Secretan	Yangtze
Thistle	river gunboat	710	6	900	Lieut.-Commander M. R. West	Manila
Virago	torpedo boat destroyer	306	6	6,500	Lieut.-Commander Stevenson	Yangtze
Waterwitch	surveying ship	820	4	450	Commander R. W. Glennie	Surveying
Whiting	torpedo boat destroyer	360	6	5,000	Lieut.-Commander C. E. L. Thomas	Shanghai
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtze
Woodcock	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze

2 Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief

